

Patent Claims:

1. A method for transmitting a safety-critical operating condition of a safety-critical system of a motor vehicle to the driver,
c h a r a c t e r i z e d in that measures are provided making the driver aware of the safety-critical operating condition by way of an impaired comfort.
2. The method as claimed in claim 1,
c h a r a c t e r i z e d in that the measures are taken on a temporally limited basis and/or a recurrent basis.
3. The method as claimed in claim 1 or 2,
c h a r a c t e r i z e d in that the measures are carried out in consideration of the current driving situation.
4. The method as claimed in any one of claims 1 to 3,
c h a r a c t e r i z e d in that the selection of the measures depends on the duration and/or the seriousness of the safety-critical operating condition as regards the safety of operation of the motor vehicle.
5. The method as claimed in any one of claims 1 to 4,
c h a r a c t e r i z e d in that the measures involve a deactivation of the internal combustion engine unwanted by the driver during standstill of the motor vehicle.

6. The method as claimed in any one of claims 1 to 4,
c h a r a c t e r i z e d in that the measures involve
an actuation of the acoustic alarm device (horn) unwanted
by the driver when the doors of the motor vehicle are
opened and closed.
7. The method as claimed in any one of claims 1 to 4,
c h a r a c t e r i z e d in that the measures involve
an operation of the electric window lifters during
standstill of the motor vehicle what is unwanted by the
driver.
8. The method as claimed in any one of claims 1 to 4,
c h a r a c t e r i z e d in that the measures involve
a deactivation of the multimedia device unwanted by the
driver.
9. The method as claimed in any one of claims 1 to 4,
c h a r a c t e r i z e d in that the measures involve
a raised temperature indication or an incorrect rotational
speed indication of the internal combustion engine of the
motor vehicle.
10. The method as claimed in any one of claims 1 to 4,
c h a r a c t e r i z e d in that the measures
represent a faulty oil-level tell-tale or a faulty tank
capacity tell-tale.
11. The method as claimed in any one of claims 1 to 4,
c h a r a c t e r i z e d in that the measures involve
an actuation of the electrically adjustable outside
rearview mirrors or the electrically adjustable seats

during standstill of the motor vehicle unwanted by the driver.

12. The method as claimed in any one of claims 1 to 4,
c h a r a c t e r i z e d in that the measures involve switching on the dimmed headlight unwanted by the driver.
13. The method as claimed in any one of claims 1 to 4,
c h a r a c t e r i z e d in that the measures involve switching off the power steering system unwanted by the driver.
14. The method as claimed in any one of claims 1 to 4,
c h a r a c t e r i z e d in that the measures involve an additional signal in a brake system with electronically adjustable brake forces which influences the desired brake force to such effect that a fluctuation of the longitudinal deceleration can be detected which corresponds in its mean value per unit time to the desired brake force, however.
15. The method as claimed in claim 14,
c h a r a c t e r i z e d in that the measures involve a change of the pedal-travel/brake-force characteristics.
16. Device for implementing the method as claimed in any one of the preceding claims,
c h a r a c t e r i z e d in that a central control unit is provided sensing the safety-relevant operating conditions and triggering measures.

17. The device as claimed in claim 16,
c h a r a c t e r i z e d in that the central control
unit is integrated into an instrument combination device.